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Good afternoon,

My name is Kathleen Leitner. I am the President of the Village Board for Tower Lakes, a village 6 miles north of Barrington and one of the communities affected by the increased rail traffic expected by a CN acquisition of the EJ&E line.

Let me begin by thanking you for the opportunity to present our concerns in support of our neighboring communities, merchants and public service organizations. All of us are vitally concerned that the impact of this acquisition will directly and negatively impact the health and well being of our families, our natural resources and our communities in general.

I understand the broad economic benefit that more efficient rail transportation brings to the Chicago land area, including faster transportation of goods through the area, reduced transportation costs, reduced truck fuel emissions, reduced at-grade blockages in Chicago. However, these benefits to Chicago will have the opposite effect on the communities that make up the greater Barrington area to the point that our very existence is threatened.

As you know, Barrington grew up along the tracks of the Chicago and Northwestern Railroad (now owned by the Union Pacific RR), prospered as a farming community and grew into an interdependent network of communities which consist of South Barrington, Barrington Hills, North Barrington, Lake Barrington, Deer Park and Tower Lakes. All of these villages avail themselves of resources centered in Barrington which include commercial and retail services, the public schools, the train station and emergency services.

The unique and potentially damaging affect of increased rail freight traffic is readily apparent when viewing the exhibit depicting the crossing of the Union Pacific and the EJ&E lines directly in the center of downtown Barrington. The proposed acquisition would criss-cross two major North American railroads over Barrington's three major roads all at the same time *within the space of one mile*. Traffic through Barrington on Routes 59, 14 and 12 comes from as far north as Fox Lake and Round Lake Beach and from the Northwest as far as Crystal Lake. All of this traffic is making its way to Interstate 90 or to the train station. Blocking these roads would turn our already

overcrowded roads into virtual parking lots. In addition, the other two at-grade crossings constitute the other two possible avenues in and out of town, and the same train will block these streets within minutes of blocking the other three. Traffic will be at a standstill: commutes will be excessively delayed, emergency vehicles will be stalled, school buses will be stuck.

Environmental gains created by improved rail services is quickly lost to the pollution and energy drains of automobiles waiting for freight trains to ply their way through Barrington. Safety risks increase as fire, police and ambulance services are stymied by the traffic snarl.

It is my hope that the economic advantages gained by CN's acquisition of the EJ&E rail line will not overshadow the direct negative impact to the Barrington community. I trust that, with your direction, we can move forward in developing a plan in which all parties find success.

Thank you.

Kathleen Leitner